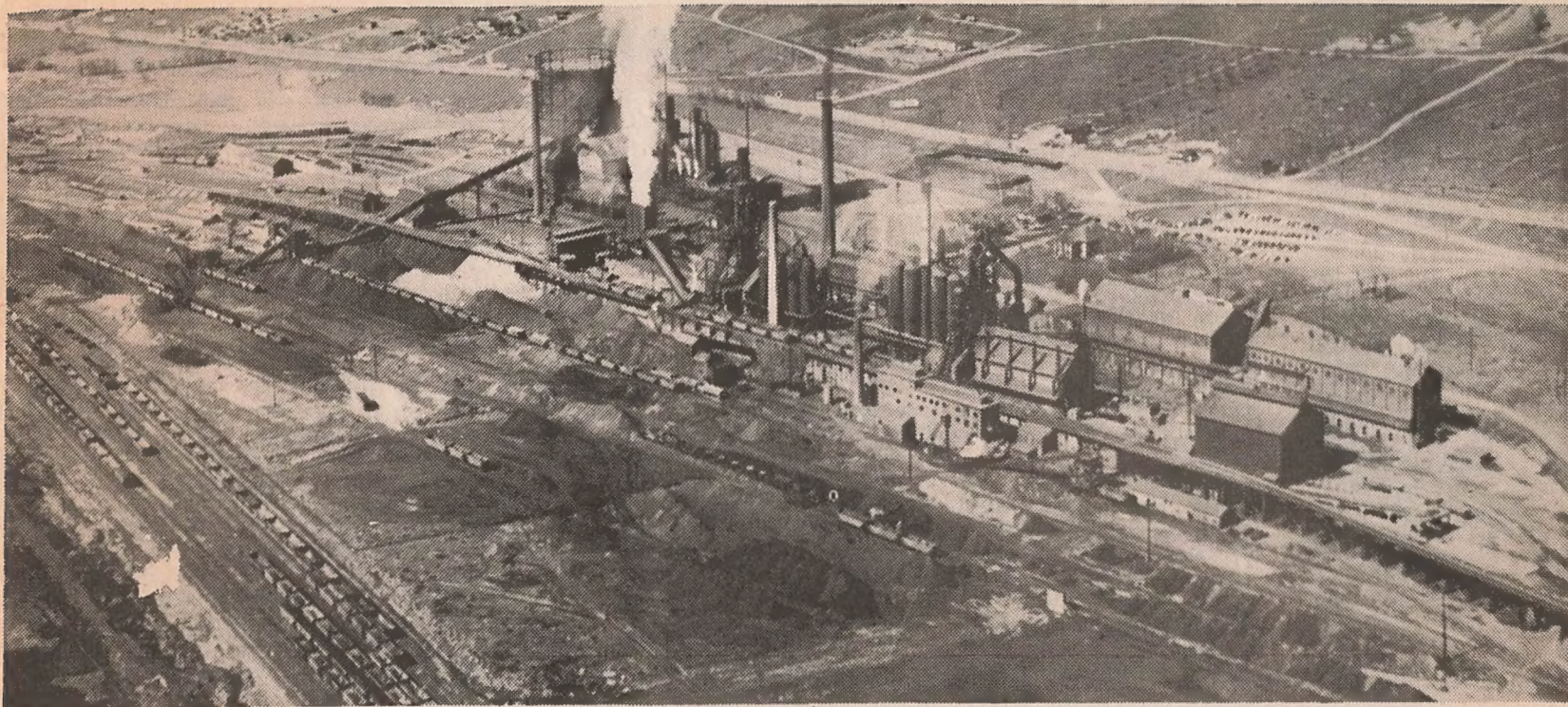


PIONEER BEEHIVE coke oven near Cedar City, used in iron and steelmaking more than a hundred years ago. The ruins bespeak the

courage of the pioneers and their effort for economic independence.



IRONTON STEEL PLANT, whose development began in early 1920s, meant a great deal to local economy during its era. The plant, eventually

faded after establishment of Geneva Steel Works. Structures were removed after U.S. Steel donated

the site to Brigham Young University for future development.

Some Aviation Milestones

By SCOTT CANDLAND

From the shoreline sands of Utah Lake to a modern airport that will handle everything to and including DC9s and 727's that is, in brief, the span of aviation of the Provo area.

Back in the years preceding and following 1930, a group of pioneer aviation enthusiasts lifted old war built Jennies and similar crafts off the sands of Utah Lake's shoreline and nearly always managed to get them back down again in the manner intended.

Probably the first thing besides a bird that ever flew in Provo was a barnstormer who appeared about 1915 in a "crate" not greatly improved from the one the Wright Brothers first took into the wild blue yonder. In the memory of old Provo residents, it was one of those museum relics pieced with the rudder pedals out in front of the seat, and nothing between the seat and the ground but a few strands of wire.

since. He explained that the planes flown in those early aviation days were usually World War II types with water-cooled engines. "Those engines quit quite regularly," he recalled, "but of course it didn't make much difference because we didn't have any regular landing fields anyhow."

Change in Location

From the lakeshore sands which Jense and his flying pals first used, aviation branched out to the area southeast of Provo in the old First Ward pasture owned by the city. The exact location of the 179 acres was south of 9th South and east of the Timp Golf Course. That land was added to the 287 acres already owned and it was decided to make an airport out of the combined land.

A WPA project was secured for the project in 1936. In that year a hangar was built which is still being used today, and the field was leveled and drained.

In 1940 the city, in search of more space, bought a best field

In 1941 came the decision which gave Provo an airport far ahead of most communities its size in the United States. The tragic Pearl Harbor event occurred at that time, and the government decided that a second line of defense was required. Provo, as well as many other Utah cities, was chosen by the government as a sight for a major airport.

The sight for the new airport was moved south to the present location, and work started on what was to eventually be an \$822,636 project.

The airport, when completed, had the longest runways of any in the state except for the field at Hill Air Force Base.

Pilot Training Starts

Pilot training on a mass scale in Provo began in 1940 when, largely through the efforts of Merrill Christopherson, another Provo aviation pioneer, a national defense flight training program was secured.

In 1946 Eddie Poe, Keith Jacobs and Jense started their Central Utah Aviation Service, which is still operating today. The business of teaching people to fly, at one time a rather exclusive venture with a relatively few pupils has mushroomed to big business proportions with the numbers of Provo trained pilots now reaching the thousands.

Though there are no regularly scheduled commercial landings at the airport today, it remains a fairly active place. There were approximately 88,000 takeoffs and landings last year, with gains in those numbers registered each year.

There are approximately 70 privately owned planes based at the airport with the smallest being a two place trainer and the largest a six place Aztec.

A Master Plan for improvement of the airport has been accepted by both the City and the Federal government that will allow for the construction of

